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AEROSPACE MEDICAL DIVISION
AIR FORCE SYSTEMS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

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FOR THE COMMANDER

Kit. m Chi HENNING E. VON GIERKE

Biodynamics and Bionics Division

Aerospace Medical Research Laboratory

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20. ABSTRACT (Continue on reverse side if necessary and identify by block number)

The USAF KC-97L is a multipurpose cargo (fuel/troops) aircraft powered by four R-4360-59B reciprocating and two J47-25A turbojet engines. This report provides far-field measured and extrapolated data defining both physical and psychoacoustic measures of the bioacoustic environments produced by this aircraft operating on a ground runup pad for five engine/power conditions. Far-field data measured at 17 locations are normalized to standard meteorological

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conditions and extrapolated from 75-8000 meters to derive sets of equal-value contours as a function of angle and distance from the source. These contours are measures of: overall and band sound pressure levels, C-weighted and A-weighted sound levels, preferred speech interference level, perceived noise level, and limiting times for total daily exposure of personnel with and without standard Air Force ear protectors. Refer to Volume 1 of this handbook, USAF Bioenvironmental Noise Data Handbook, Vol 1: Organization, Content and Application, AMRL-TR-75-50(1) 1975, for discussion of the objective and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, derinitions applications, limitations, etc. data processing, definitions of quantities, symbols, equations, STANDARD CONTRACTOR OF CONTRACTOR CONTRACTOR OF CONTRACTOR CONTRAC CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR

PREFACE

This report was prepared by the Biodynamic Environment Branch, Aerospace Medical Research Laboratory, under Project/Task 723104, Measurement and Prediction of Noise Environments of Air Force Operations.

The author gratefully acknowledges Mr. John Cole for his assistance in preparing this report, Mr. Robert Lee and Mr. Jerry Speakman for their assistance in acquiring the raw data, Mr. Keith Kettler, Mr. Henry Mohlman and Mr. David Eilerman of the University of Dayton for assistance in the mechanics of data processing, and Mrs. Peggy Massie and Mr. Mike Patterson for assistance in typing and preparation of the graphics.

List of Figures

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INTRODUCTION

The USAF KC-97L is a multi-purpose cargo (fuel/troops) aircraft powered by four R-4360-59B reciprocating and two J47-25A turbojet engines. The aircraft was manufactured by the Boeing Company, the reciprocating engines were manufactured by the Pratt and Whitney Aircraft Division of the United Aircraft Corporation, and the turbojet engines by the General Electric Company, Packard Motors Company, and Studebaker Corporation.

This volume provides measured and extrapolated data defining bioacoustic environments produced by this aircraft during ground runup operations. Such data are essential to evaluate ear protection requirements, limiting personnel exposure times, voice communication capabilities, and annoyance problems associated with ground runups of the KC-97L aircraft.

This volume is one of a series published by the AMRL under the same report number (AMRL-TR-75-50) as a multi-volume handbook that quantifies the noise environments produced at flight/ground crew locations and in surrounding communities by operations of Air Force aircraft and ground support equipment. The far-field, community-type, noise data in the handbook describe the noise produced during ground operations of aircraft, ground support equipment, and other ground-based equipment or facilities.

Volume 1 of this handbook discusses the objectives and design of the handbook, the types of data presented, measurement procedures, instrumentation, data processing, definitions of quantities, symbols, equations, applications, limitations, etc. Volume 2 provides a method and data for adjusting the handbook's far-field noise data, which are for standard meteorological conditions (15 C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure), to derive comparable data for other meteorological conditions. Refer to Volumes 1 and 2 (references 1 and 2) for such information because it is not repeated in other handbook volumes.

A cumulative index lists those aerospace systems contained in the handbook, and identifies the specific volumes containing each type of environmental noise data available (i.e., inflight/flight crew and passenger noise, near-field/ground crew noise, far-field/community noise). Volume numbers are assigned sequentially as individual volumes are published. This index is periodically updated as individual volumes are published and is available upon request from AMRL/BBE, Wright-Patterson AFB, OH 45433. Organizations on the distribution list for the handbook will automatically receive a copy of each updated index.

Direct any questions concerning the technical data in this report and other handbook volumes to: AMRL/BBE, Wright-Patterson AFB, OH 45433; AUTOVON 78-53675 or 78-53664; Commercial (513) 255-3675 or (513) 255-3664.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 1: Organization, Content and Application, AMRL-TR-75-50 (1) Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975.

Cole, John N., USAF Bioenvironmental Noise Data Handbook, Volume 2: Procedure to Evaluate Effects of Non-standard Meteorological Conditions on Far-Field Noise, AMRL-TR-75-50 (2), Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio, 1975.

FAR-FIELD NOISE

MEASUREMENTS

AMRL acquired far-field data during a 1-hour test period, thus keeping similar meteorological conditions throughout the test. Figure 1 shows the ground runup area (taxiway), ground cover, aircraft orientation and microphone measurement sites on the semicircle. The center of the 75 meter radius semicircle used in surveying the engines was on the ground directly below the intersection of the aircraft's centerline and the propeller plane of the inboard engines.

Table 1 provides cockpit readouts of engine characteristics (RPM, fuel flow, etc.) for each power setting used in the far-field tests. Also listed in this table are the surface meteorological conditions during data acquisition.

All microphone measurement sites are in the acoustic far-field of the source where the sound wavefronts spherically diverge and the noise source may be regarded as a point source.

A portable microphone/tape-recorder system was used to sequentially record the noise at each far-field location. The microphone was attached to a hand-held pole, pointed at the source (0° angle of incidence) and vertically scanned from 0.5 to 3 meters for a period of 5-10 seconds during data acquisition at each microphone location. These samples were then time-integrated to derive a root-mean-square sound pressure level. Vertical scanning and time-integrating together reduce anomalies frequently present in data acquired by a fixed height microphone.

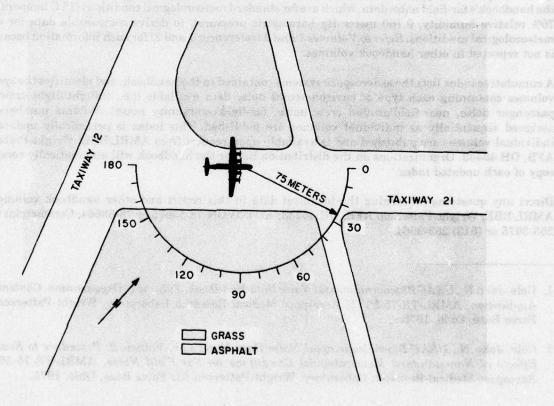


Figure 1. Far-Field Measurement Locations on the Taxiway Wright-Patterson Air Force Base, Ohio

RESULTS

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Table 2 lists the overall and 1/3 octave band SPL measured at the far-field locations under meteorological conditions at the time of the test. Data in all other figures and tables are based on these levels. These data were normalized to 100 meters distance and standard meteorological conditions (15 C temperature, 70% relative humidity, 0.760 meter Hg barometric pressure) and used to derive the graphic data in Figure 2, which provides a compact summary of the far-field noise characteristics of the KC-97L aircraft in a standard format.

Figure 3 and Table 3 present two basic acoustic measures, the acoustic power level and the directivity index, respectively. The acoustic power level describes the power radiated by the source as a function of frequency. The directivity index is a standard acoustical engineering measure that describes the geometric way in which the source radiates this power as a function of both frequency and angle from source. These basic source measures are primarily of interest for acoustical engineers and noise generation/control specialists.

Estimates of the noise levels for intermediate power settings (e.g., 2200 RPM) and/or different number of engines operating (e.g., single engine) can be determined as explained in Volume 1 of this handbook.

Figures 4 through 10 are sets of equal noise contours describing seven different measures of noise as a function of angle and distance from the source for standard day meteorology. They are, respectively, overall sound pressure level, C-weighted sound level, A-weighted sound level, perceived noise level, speech interference level, permissible exposure times for personnel and octave band sound pressure levels.

Data excessively influenced by spurious background/electronic noise were eliminated from all figures and tables. No data are presented at the 170/180 degree locations for the idle power nor at the 160/170/180 locations for the other power settings because of turbulent air flow behind the aircraft. Typically, the A-weighted levels for these angles are 5 to 10 dBA below the level measured at the preceding microphone location for reciprocating engines noise and 10 to 20 dBA for the combination of engines.

Test personnel performed noise surveys during quiet periods when the background noise was minimal, e.g., early in the morning when no other aircraft or engine test stands were operating. Data eliminated because they were near the background/electronic noise were generally not significant because the levels were so low (e.g., Table 2, idle power with jets).

Volume 2 of the handbook describes the influence of meteorology on far-field noise environments, and provides, if required, the factors necessary to adjust the handbook's standard meteorological day data.

TABLE 1

TEST CONDITIONS FOR FAR-FIELD NOISE MEASUREMENTS

KC-97L Aircraft, Ground Runups, Wright-Patterson AFB, OH
Tail #52918, 4 September 1974

Aircraft Engine Operation

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All Reciprocating Engines
900 RPM
17 Inches Hg, Manifold Pressure
350 LBS/HR, Fuel Flow
No Turbojet Engines

Power Check

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All Reciprocating Engines 2050 RPM 29 Inches Hg, MAP 750 LBS/HR, FF No Turbojet Engines

Maximum Recip Power

All Reciprocating Engines 2650 RPM 58 Inches Hg, MAP 2400 LBS/HR, FF No Turbojet Engines

Idle (With Jets)

All Reciprocating Engines 900 RPM 18 Inches Hg, MAP 350 LBS/HR, FF Both Turbojet Engines 40 %RPM 540 C, Exhaust Gas Temp 1100 LBS/HR, FF

Maximum Power (With Jets)

All Reciprocating Engines 2650 RPM 58 Inches Hg, MAP 2400 LBS/HR, FF Both Turbojet Engines 100% RPM 690 C, EGT 6000 LBS/HR, FF

Meteorology

Temperature
Bar Pressure
Rel Humidity
Wind — Speed
— Direction

17.2 C 0.767 M Hg 50 % 4.1 M/Sec (8 Kts) 060 Deg

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LEVEL	OPERATION: IDLE POWER 900 RPM ALL RECIP ENGINES NO JET ENGINES	9	82	80	82	80	5 0	91	94	80	14	20	68	65	61	574	264	254	25	23	25	25	22	24	51	84	×94	+24	à
	O H G X	30	11	81	62	80		68	85	80	14	72	89	29	65	63	61	66	61	65	28	58	28	22	24	20	484	174	6
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BANG 75	ENGINE ENGINE	9	78	81	80	80	2.2	89	84	80	75	72	69	29	65	61	29	28	28	09	25	96	96	24	51	84	147	+24	22
MEASURED SO 1/3 OCTAVE DISTANCE =	SOURCE/SUBJECT 17L AIRCRAFT 160-598 RECIP 125/N AUX JET FIELD NOISE	0	79	83	8	80	2.2	68	84	81	92	14	7.1	71	68	69	61	9	62	7.0	9	65	9	57	54	20	>64	×94	0.3
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	L REC	9	764	62	62	95	00	10	85	95	76	88	87	98	85	85	82	83	83	83	83	84	48	48	88	62	77	92	103
600	CHECK PM AL	20	11	11	62	95	600	95	82	16	90	87	68	06	98	94	84	83	85	83	9.4	84	85	85	82	80	62	11	102
EVEL	OPERATION: POWER CHECK 2050 RPM ALL R NO JET ENGINES	0,4	78	92	80	96	000	9	87	93	93	88	88	96	88	85	85	48	83	84	94	48	78	94	82	80	78	92	103
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MEASURED S 1/3 OCTAVE DISTANCE =	SOURCE/SUBJECT 7L AIRCRAFT 60-598 RECIP 25/N AUX JET FIELD NOISE	0	11	7.8	7.8	93	200	95	87	46	96	93	91	93	90	87	98	84	83	83	81	81	81		78	92		72	103
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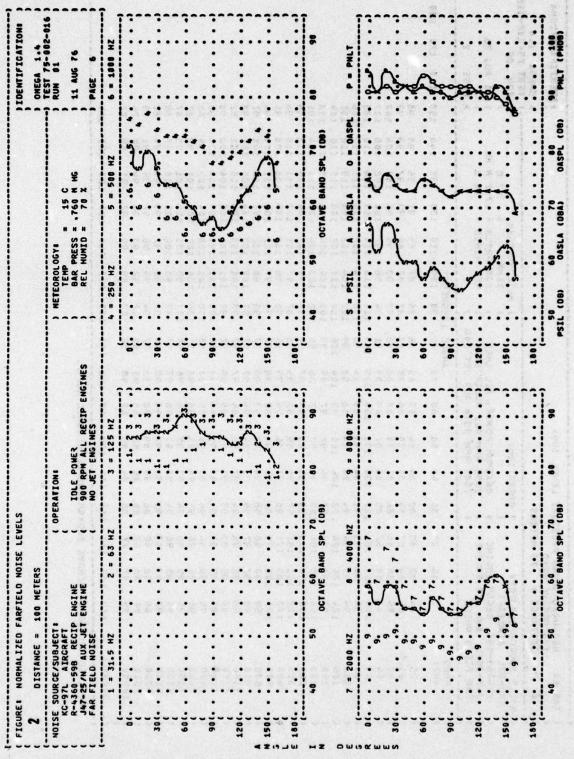
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609	TRU N	50	20	85	85	104	26	101	97	96	46	93	95	95	90	92	91	93	96	96	95	46	16	91	88	87	85	
LEVEL	OPERATION: HAXIHUM RECIP POWER 2050 RPH ALL RECIP NO JET ENGINES	3	78	82	94	103	6 2	102	94	95	95	95	96	95	36	36	93	92	*	46	46	76	36	91	88	98	82	
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TABLE: ME	NOISE SOURCE/ KC-97L AIR R-4360-598 J47-25/N A FAR FIELD N	FREG (HZ)	52	40	50	63	200	125	160	200	250	315	004	200	630	800	1000	1250	1600	2000	2500	3150	0004	2000	6300	8000	10000	

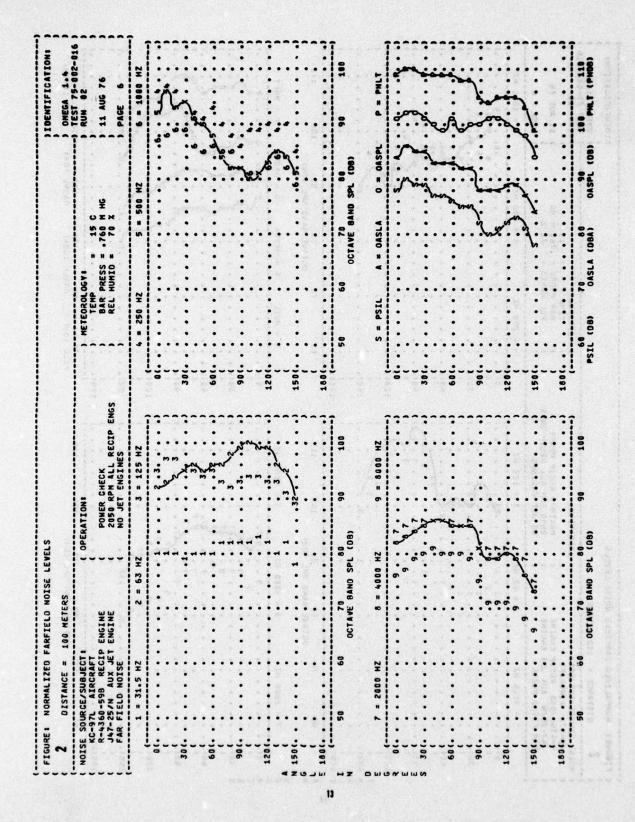
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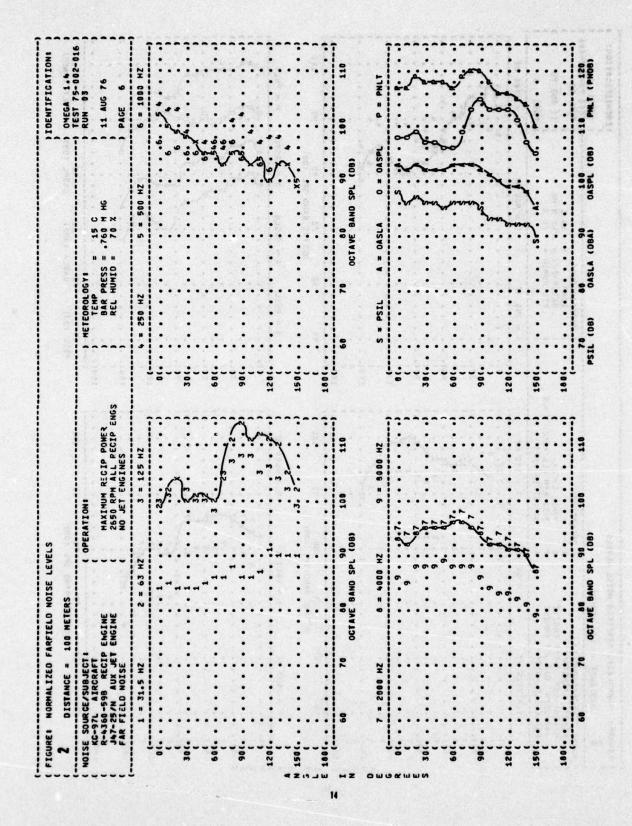
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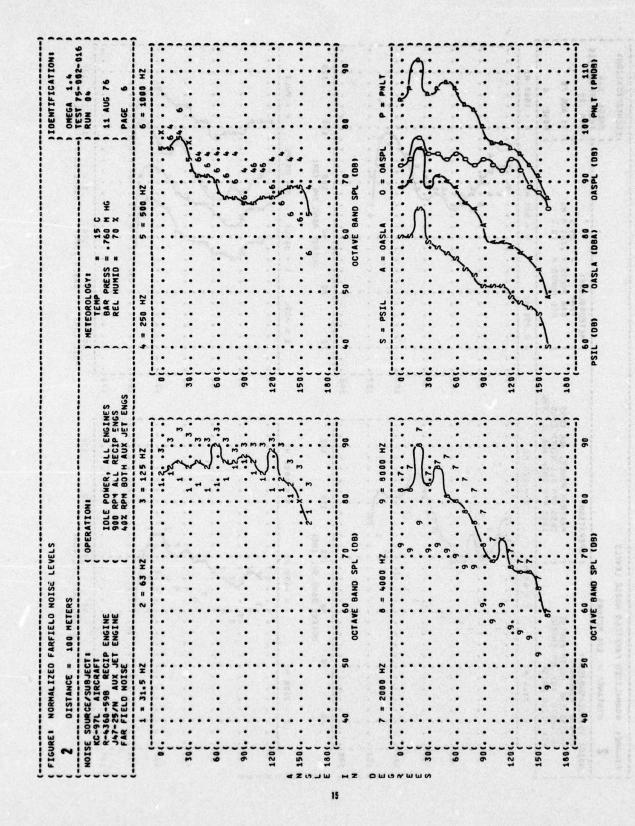
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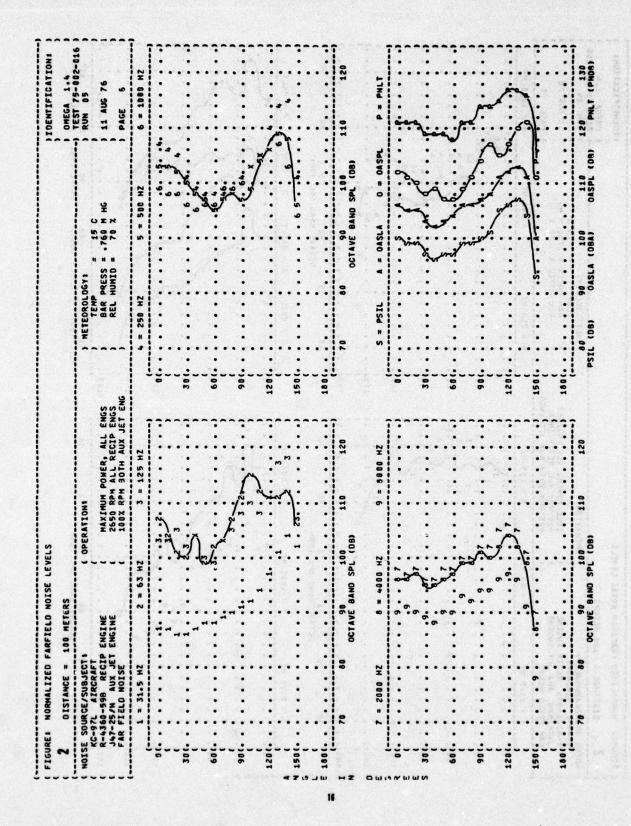
(DB) IDENTI	TION:) METEOROLOGY:) RUN 05 IHUN POWER, ALL ENGS) BAR PRESS = .767 M MG) 11 AUG 76 R PM ALL RECIP ENGS) REL HUMID = 50 x) PAGE 2	0 50 60 70 80 90 100 110 120 130 140 150 160 170 180	85 85 86 86 87 89 91 96 98	65 66 65 66 67 66 69 93 97 99	87 89 89 91 94 96 97 108	101 104 105 109 114 118 114 113 109 110	93 95 94 96 100 104 102 105 111 112	94 96 98 99 102 104 103 108 115 116	100 99 104 106 110 111 107 109 115 116	07 07 06 08 402 402 404 400 414 414	96 95 97 98 97 99 102 109 113 113	95 95 94 95 97 97 101 107 111 110	96 94 94 96 96 96 102 105 106 106	96 96 96 97 102 104 107 104	93 93 96 97 96 98 102 103 105 101	201 501 401 201 001 26 26 26 46 46	93 94 97 97 98 101 103 104 105 101	94 95 98 97 98 101 104 105 104 100	95 96 98 98 100 101 104 105 104 100	96 96 98 100 101 103 104 102 99	95 96 98 100 100 102 104 101 99	95 96 98 101 99 101 104 101	00 04 06 06 06 08 07 00 00 00 00 00 00 00 00 00 00 00 00	A9 90 92 94 94 95 97 95	88 88 90 90 92 92 93 96	86 87 90 86 89 89 90 92 91	100 110 112 117 120 158 120 121 121 151 151 151 151 151 151 151 151
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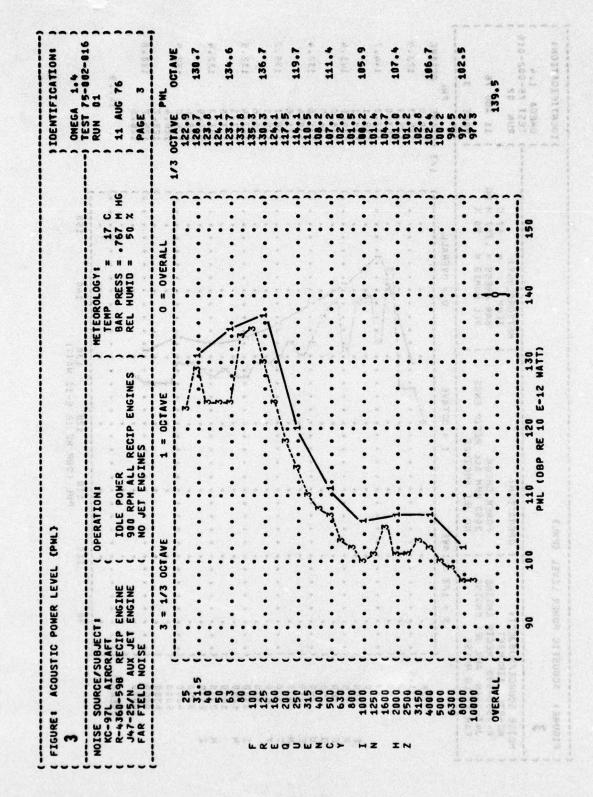




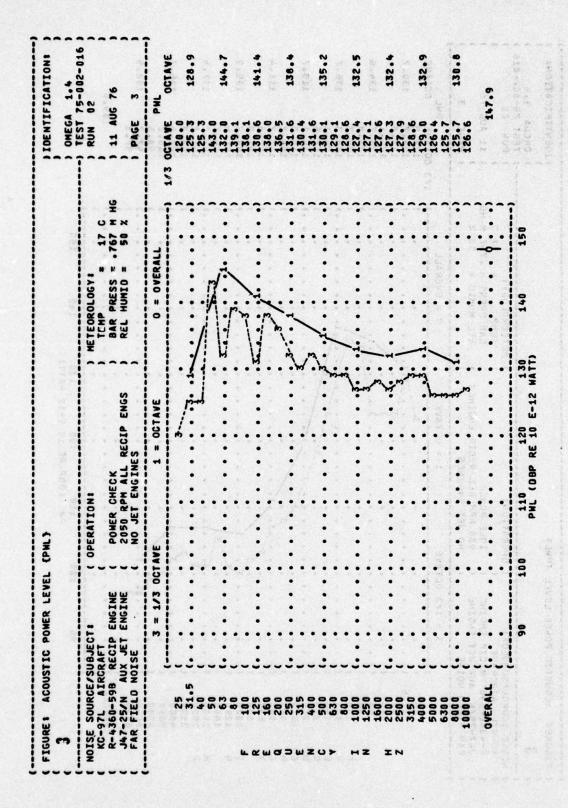




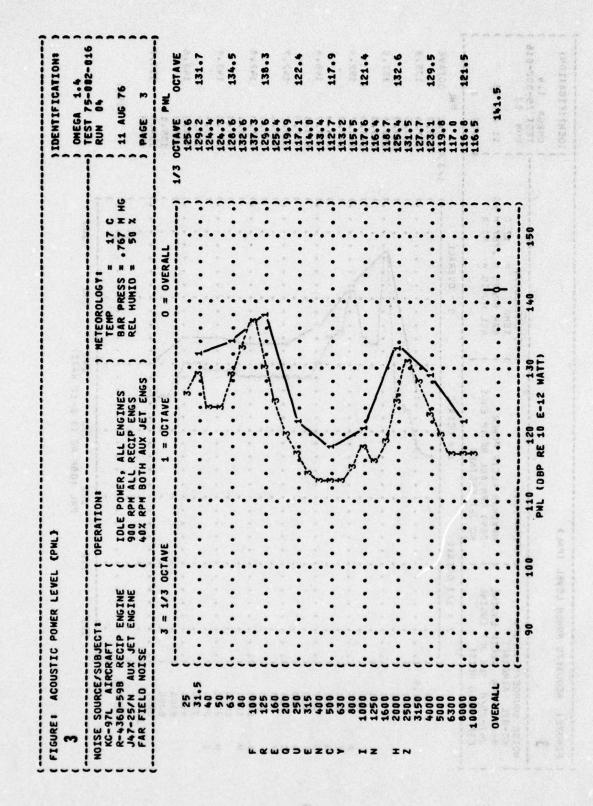


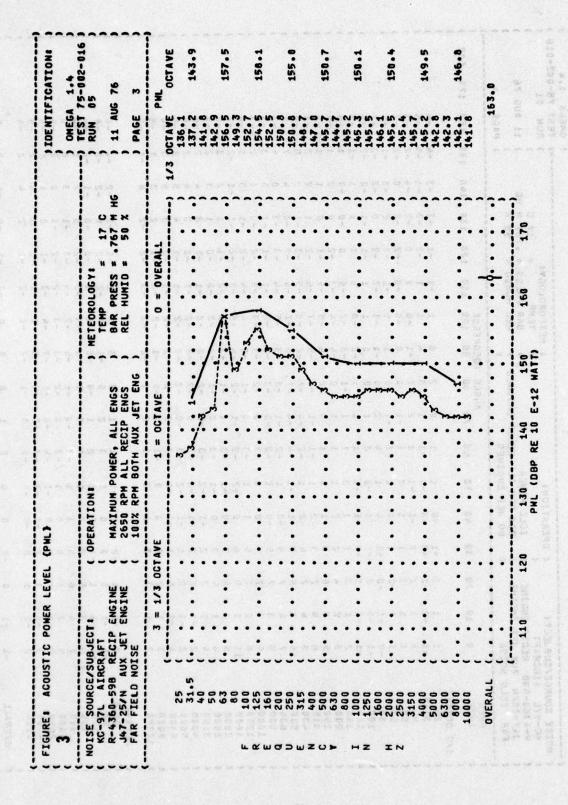


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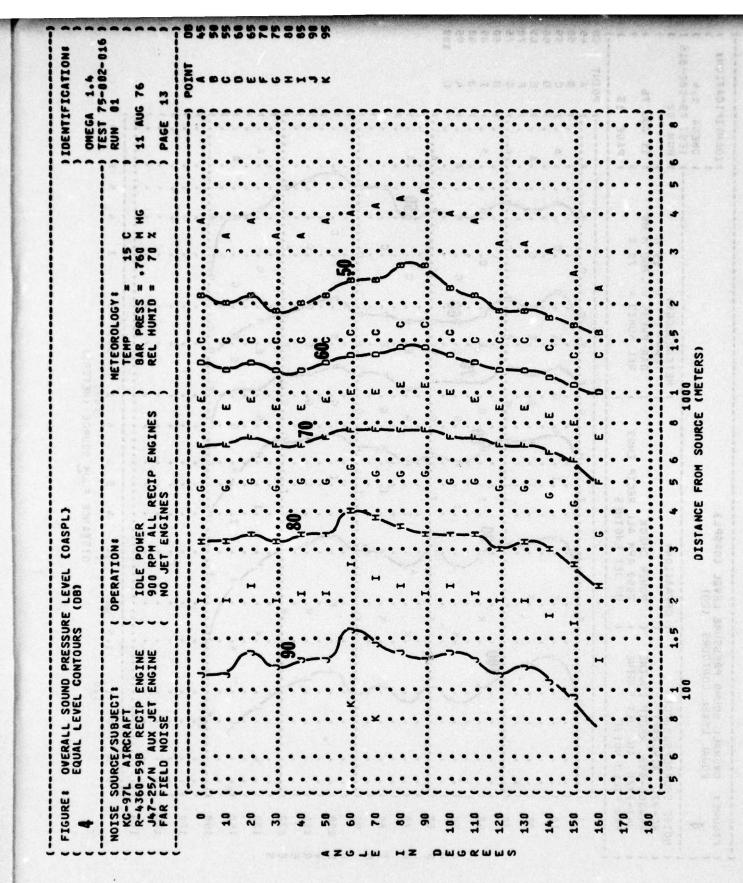
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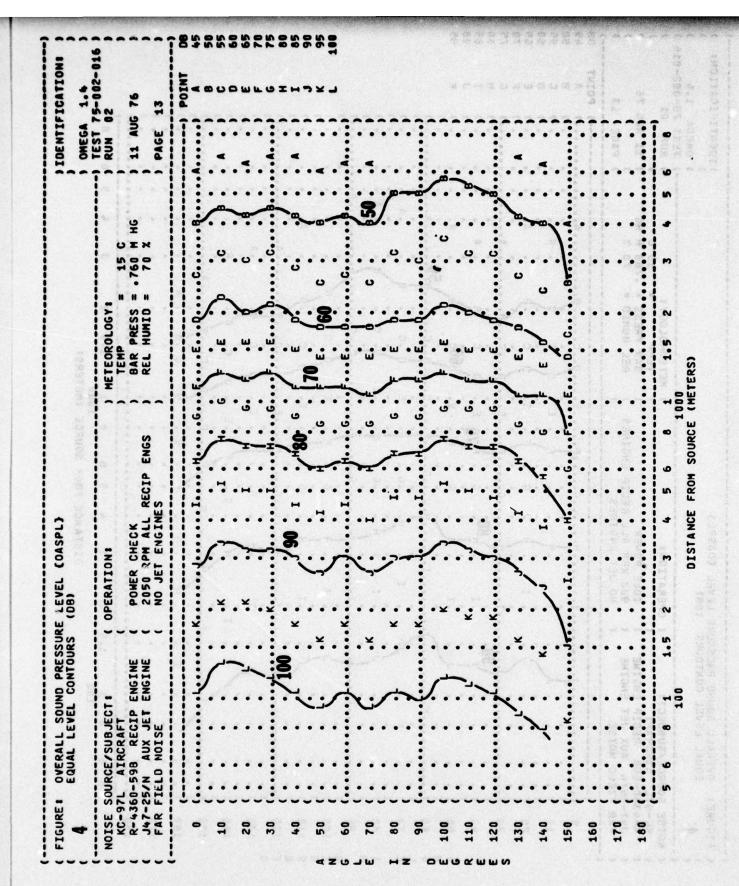
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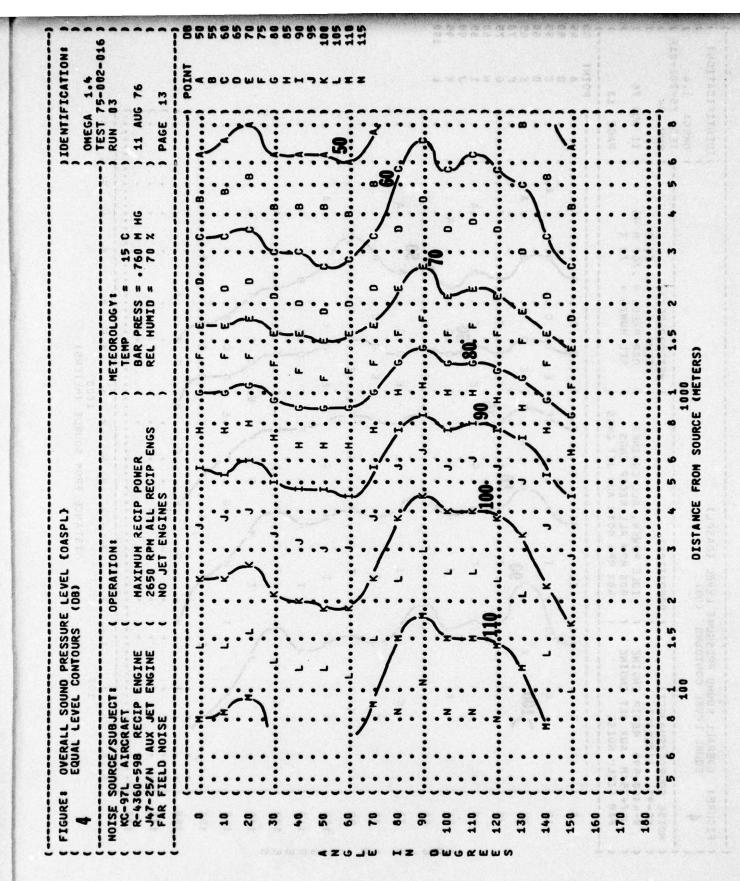
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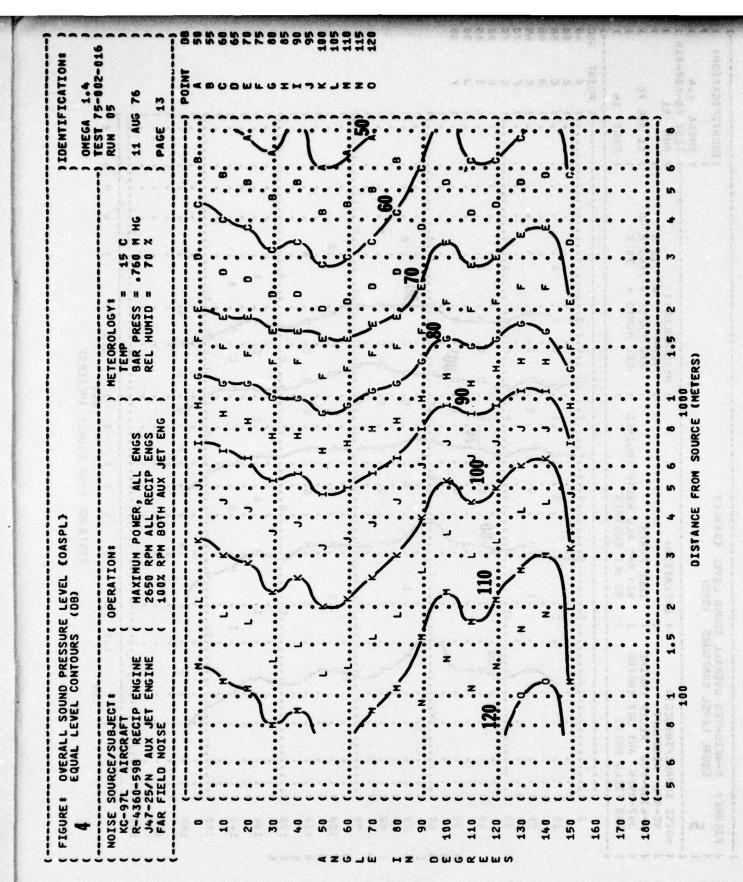




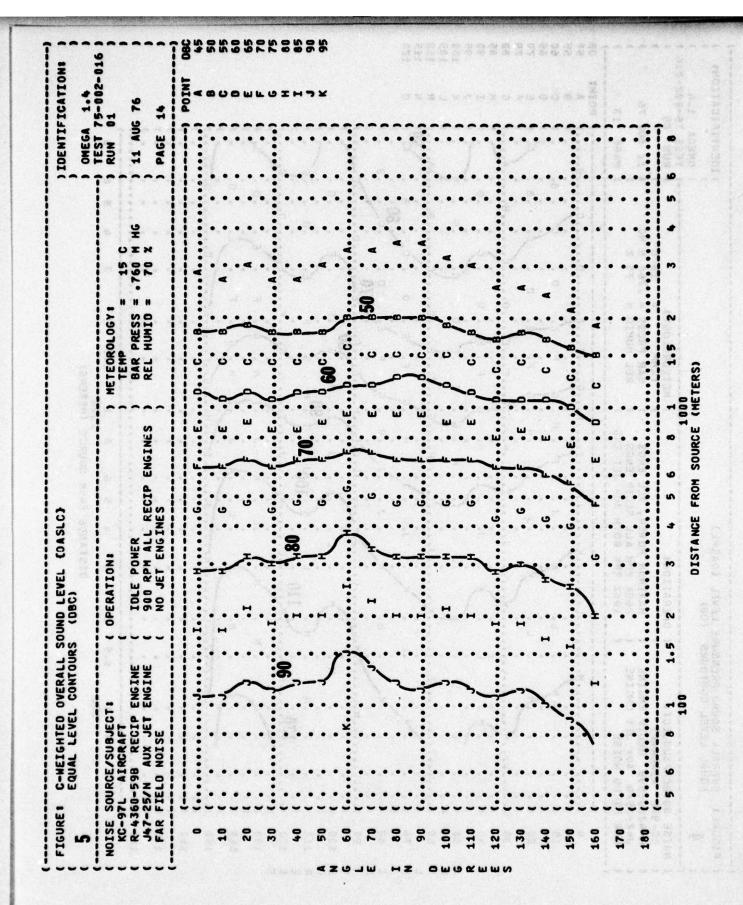
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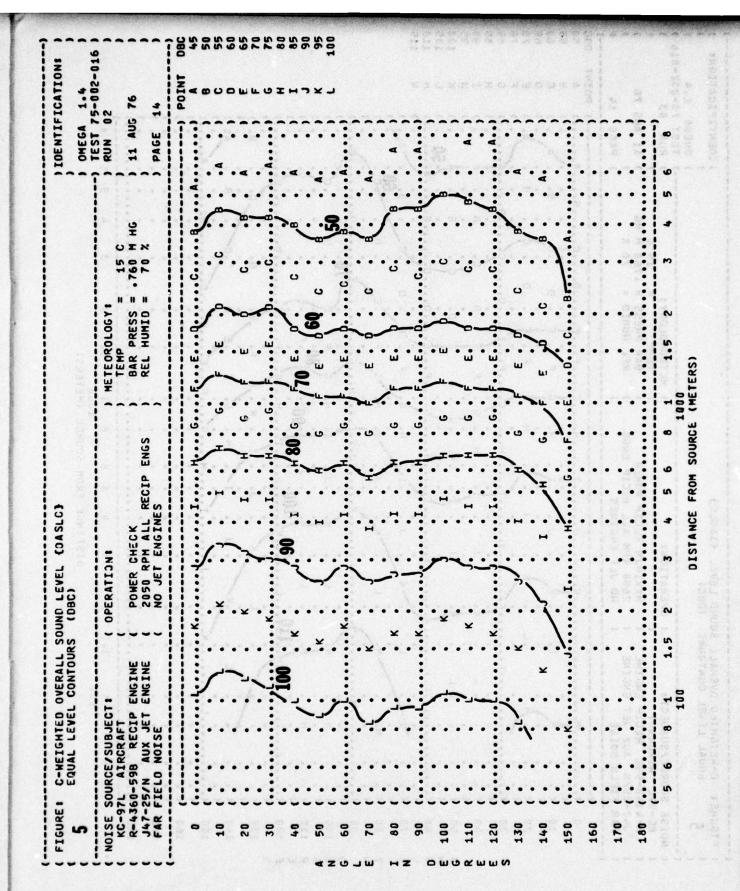


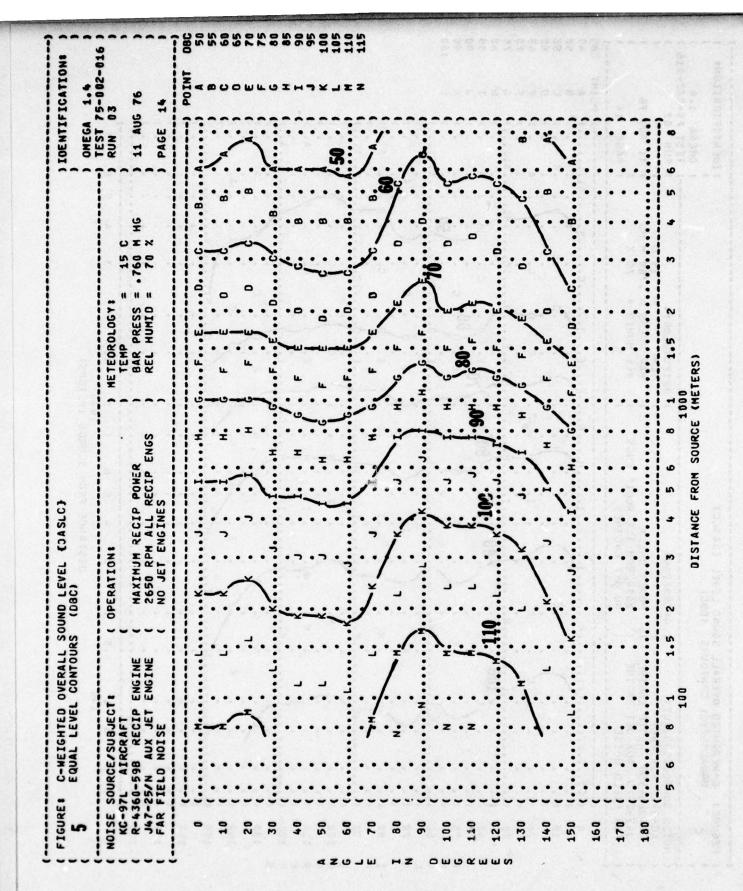
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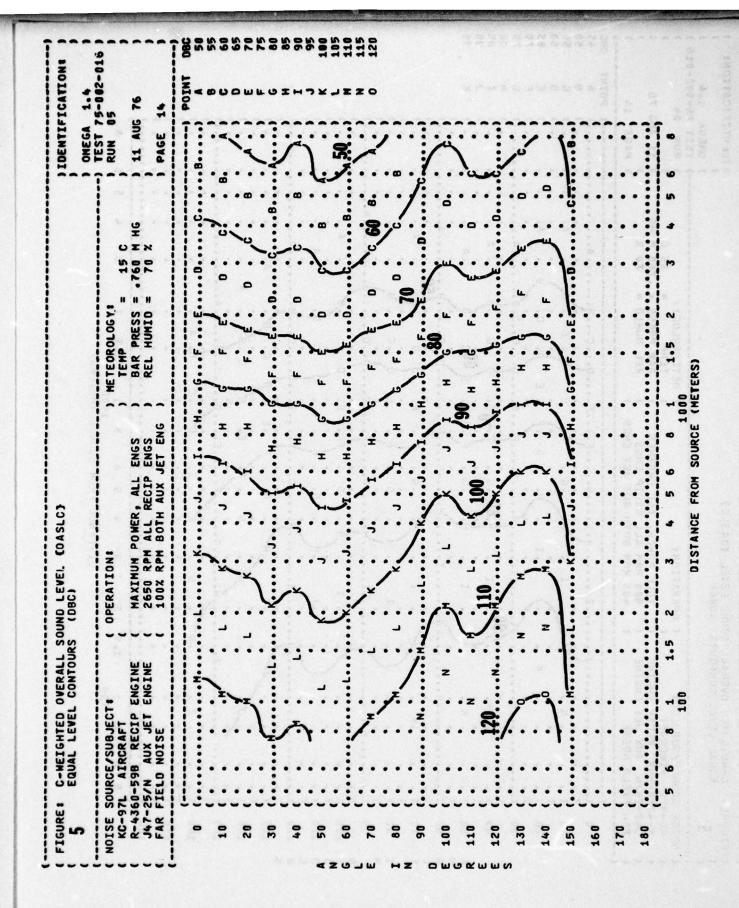






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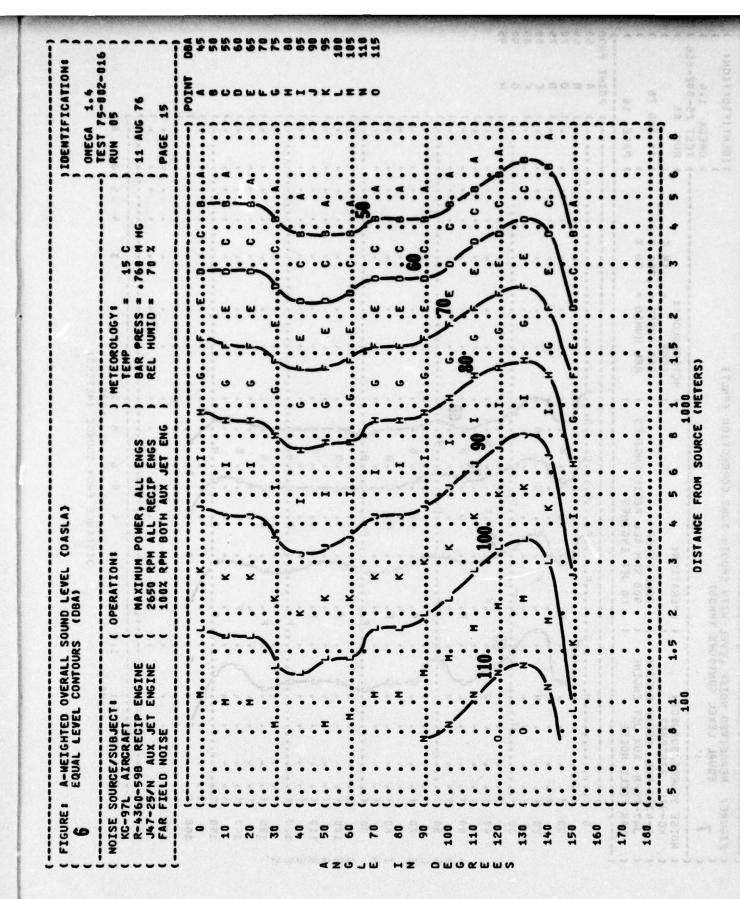
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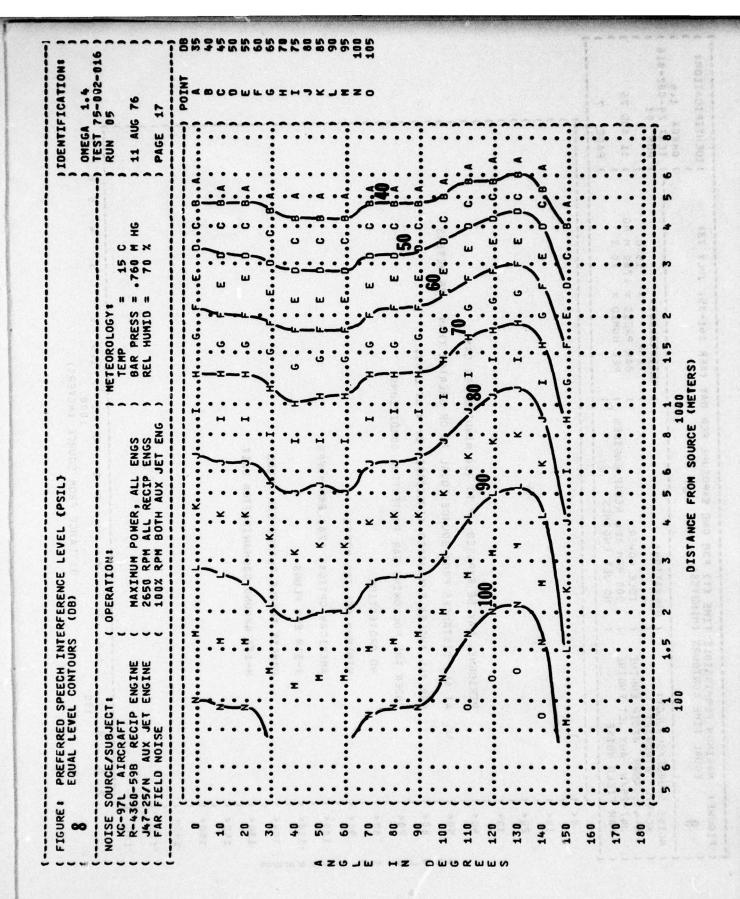
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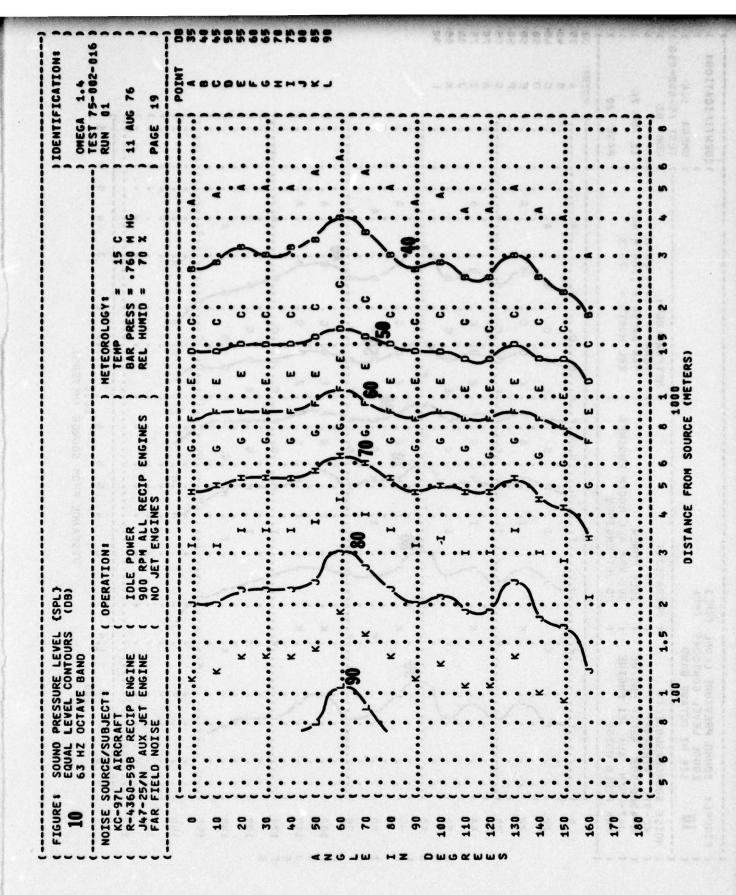
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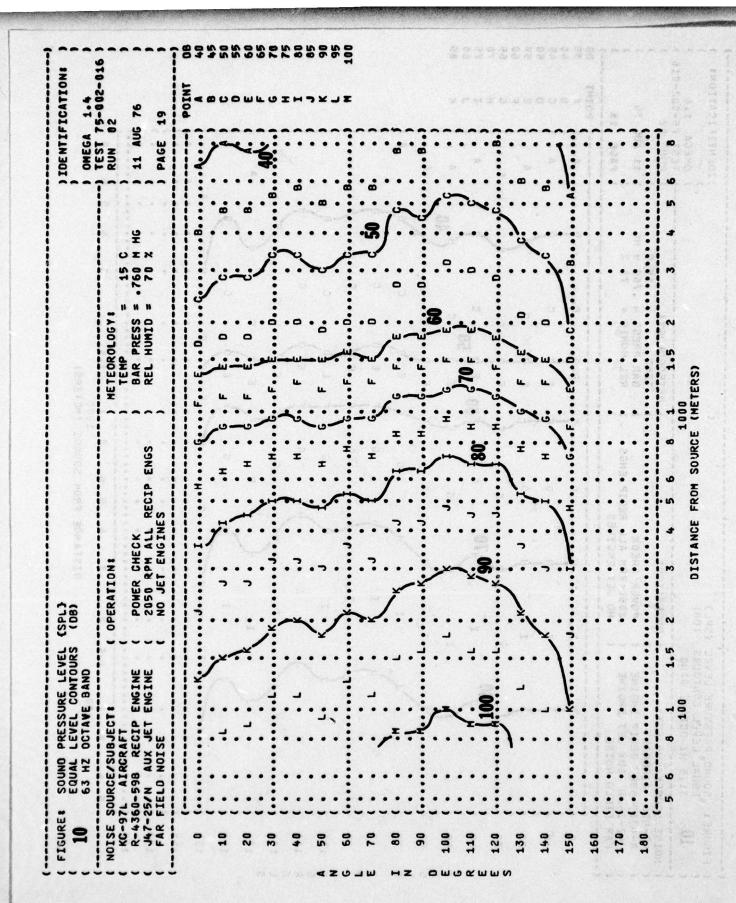
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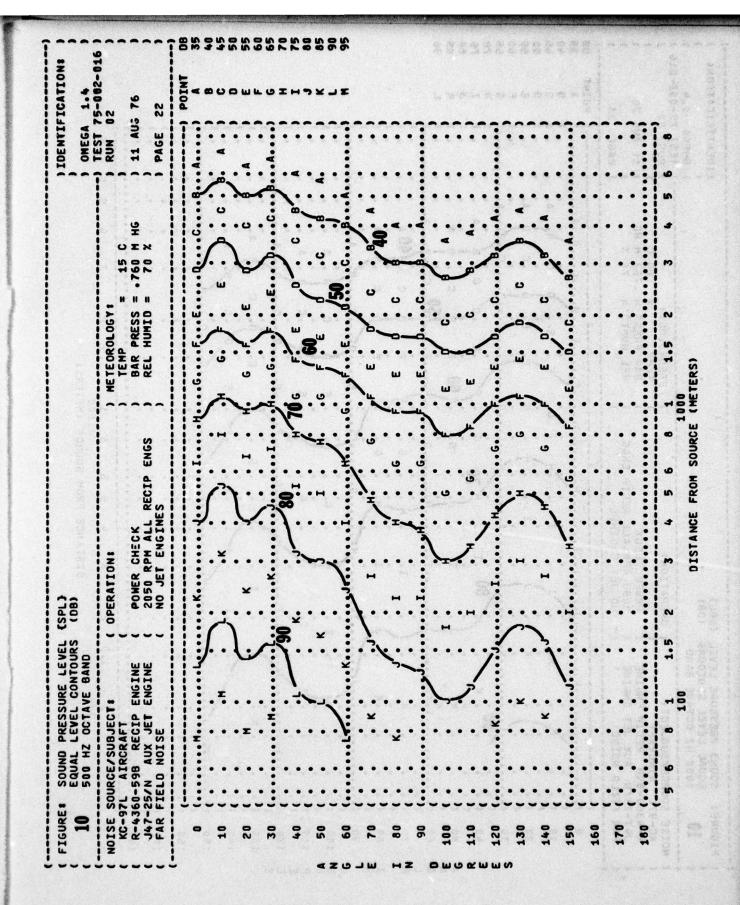
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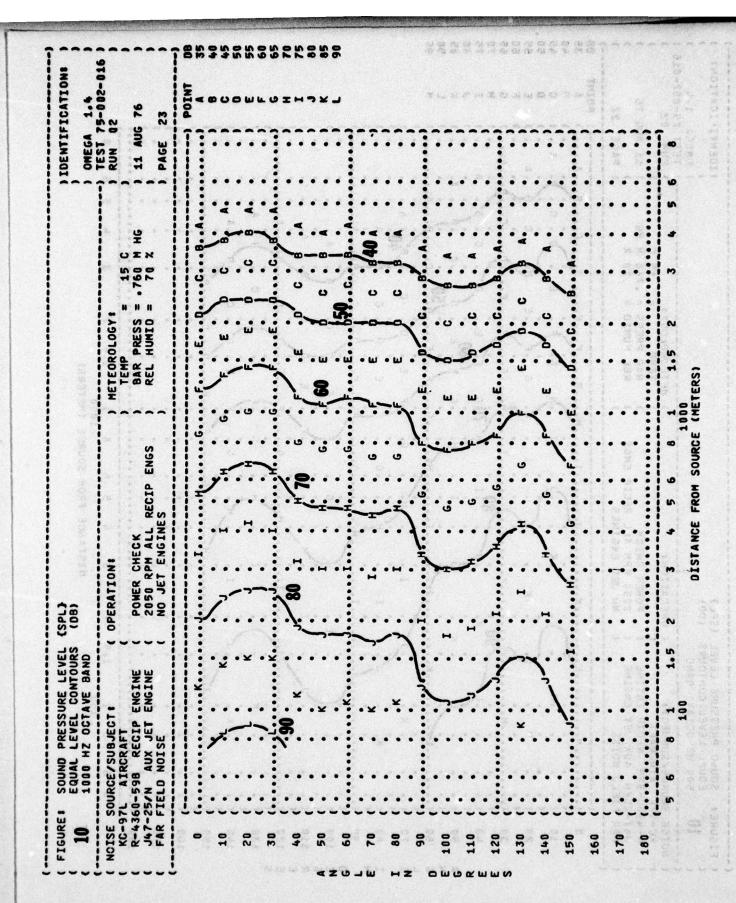
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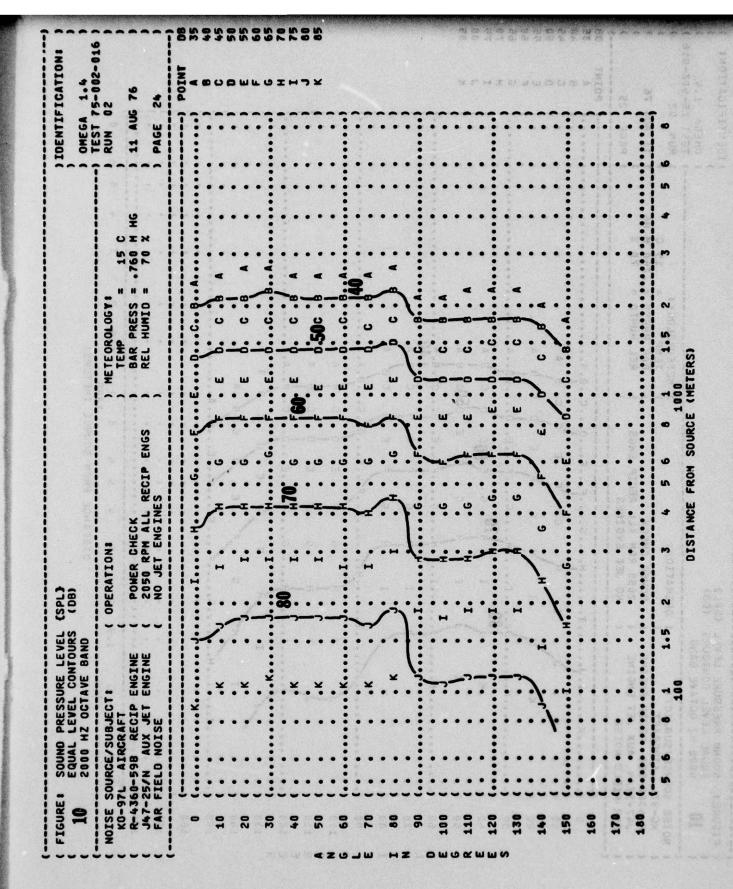


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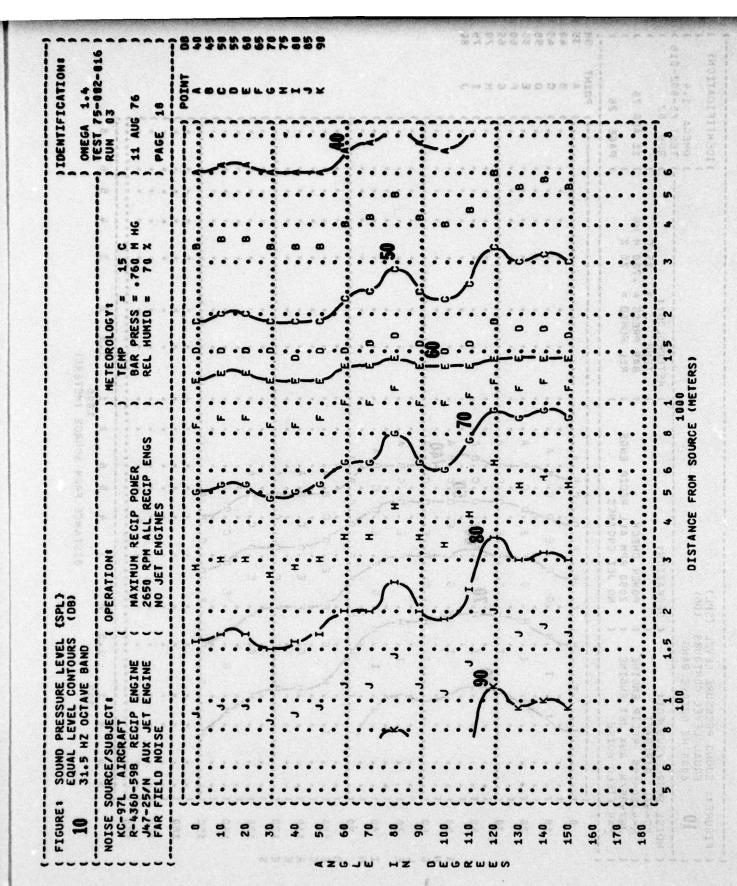


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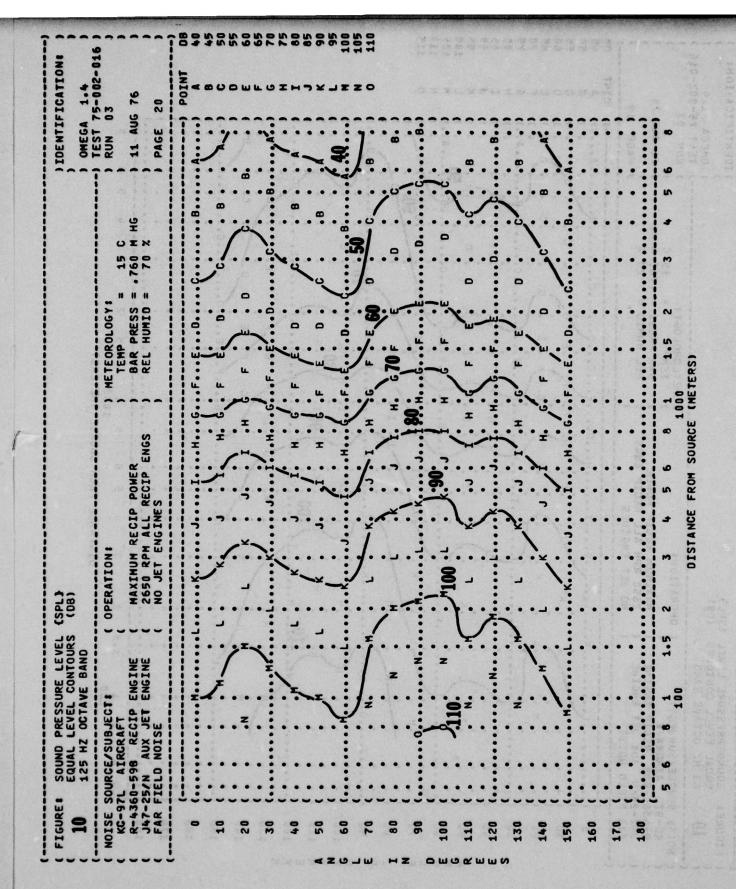
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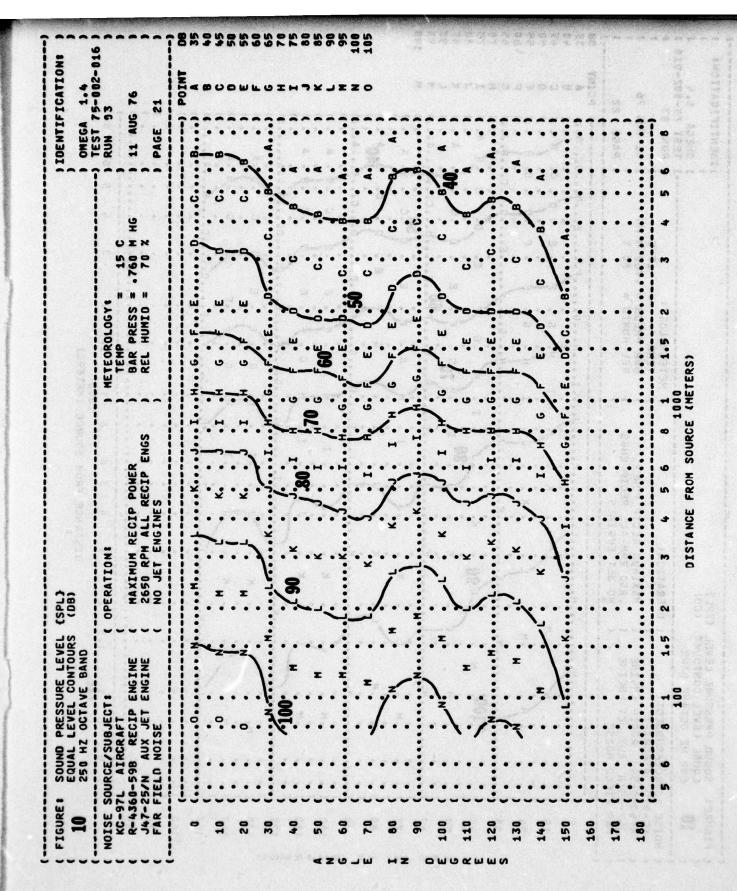
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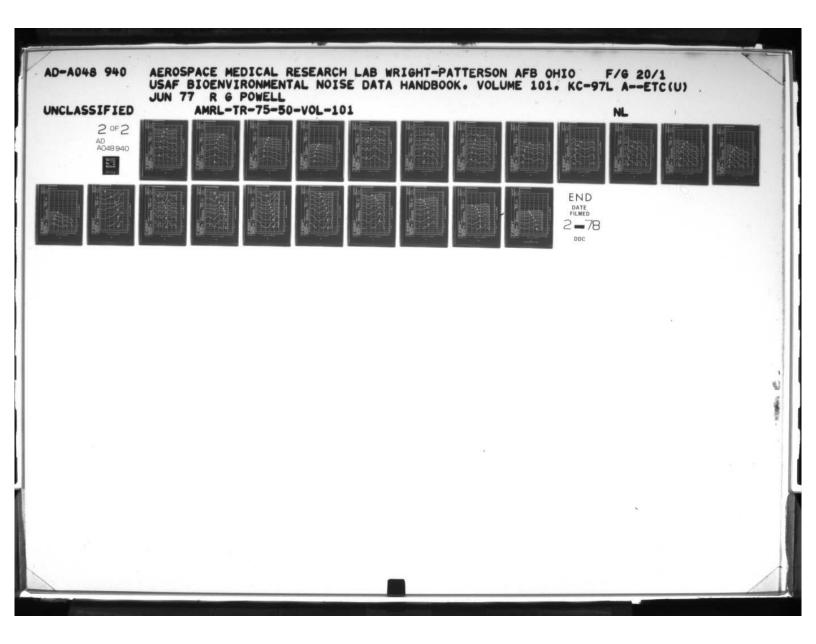
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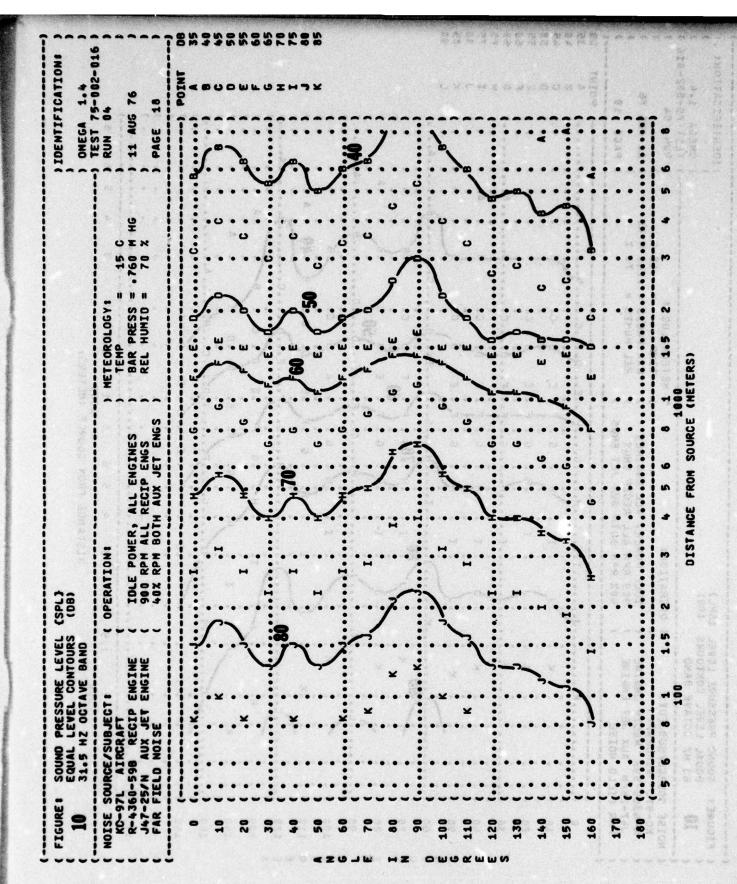
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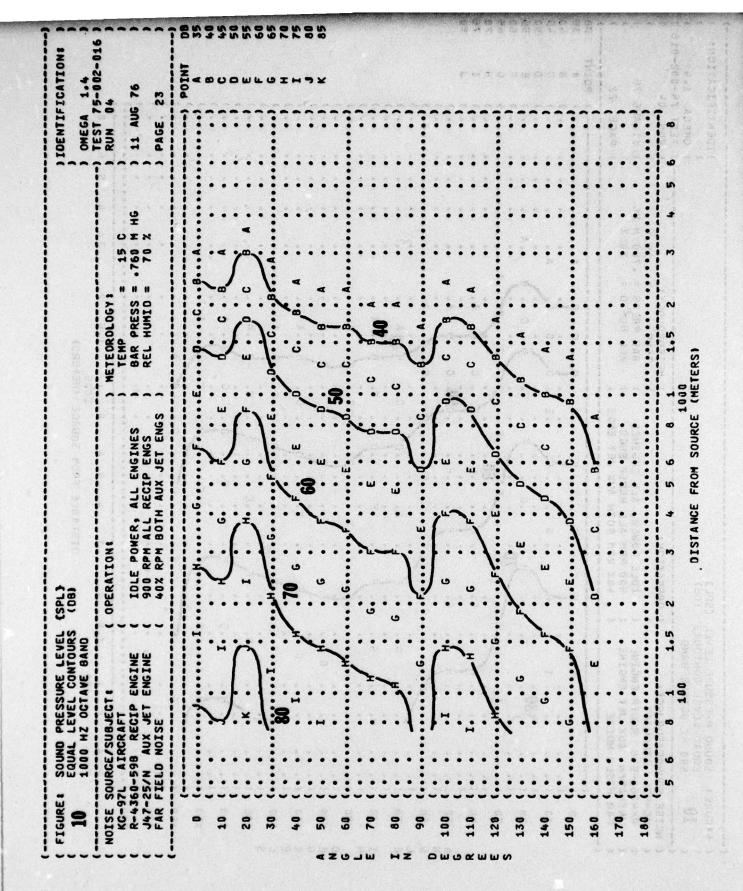
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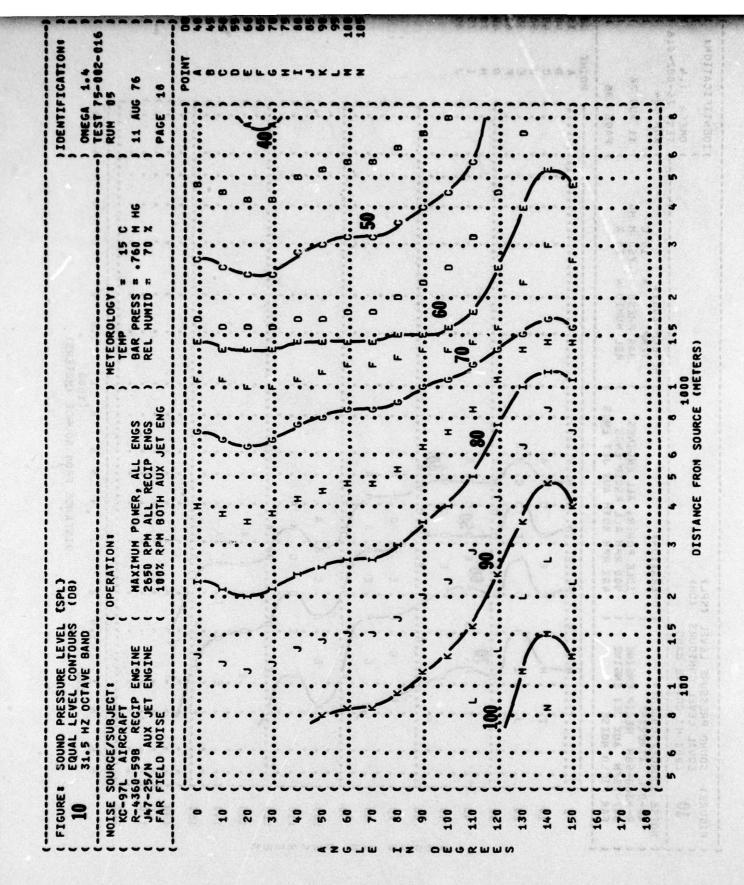
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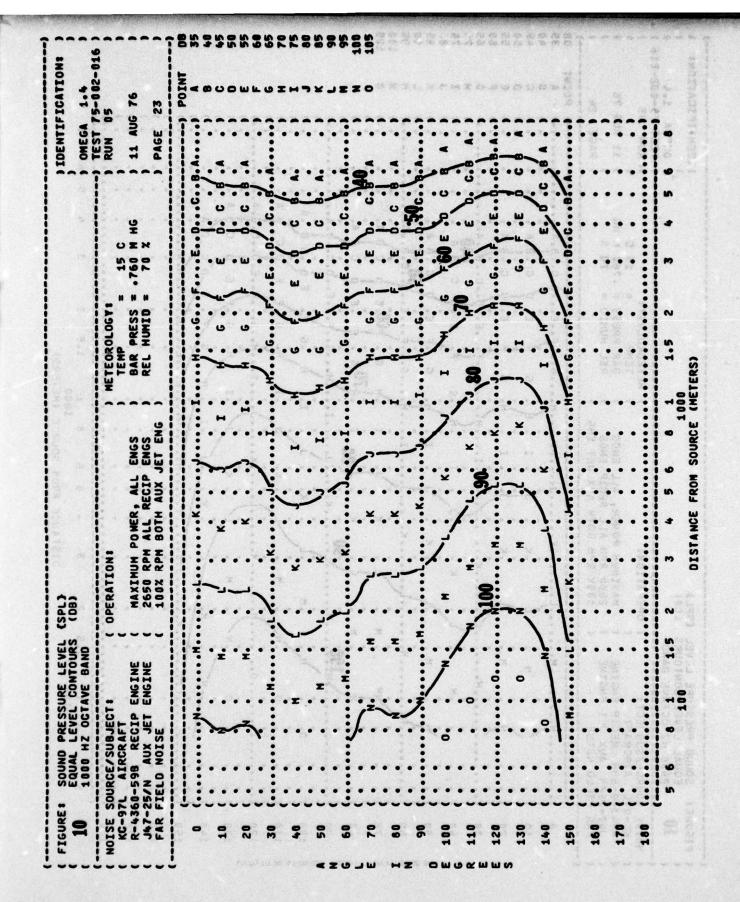
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